

*File
Bay Bridge
Correspondence*

March 25, 1999

Eric Anaya
4491 River Ash Ct.
Concord, CA 94521

Dear Eric:

In response to your letter of March 17 requesting information regarding the seismic safety of the new east span of the Bay Bridge, enclosed are copies of three newsletters — two published by MTC and one by Caltrans — that should be helpful.

In addition, if you have access to the Internet, you may want to look at the MTC and Caltrans web sites, both of which have extensive information on the new span design. The MTC web address is: <www.mtc.ca.gov>. The Caltrans web address is: <www.dot.ca.gov/dist4>. You also may want to contact Greg Bayol at Caltrans for more detailed engineering information. His address and phone number are listed on the back of the Caltrans newsletter.

We appreciate your interest in the design of the new Bay Bridge span and wish you every success in your project.

Sincerely,

Marjorie Blackwell
Public Information Officer

encl.

Dahms, Heminger, Chin

24

4491 River Ash ct.
Concord, CA 94521
March 17, 1999

Metropolitan Transportation Commission
Bay Bridge Engineering Department
101 Eighth st.
Oakland, CA 94607

Dear Madam or Sir:

I am a student from Foothill Intermediate School in Walnut Creek. I am doing a project called I-Search. My topic is about earthquake resistant structures.

I am requesting information regarding the newly proposed east span of the Bay Bridge. Specifically, I would like information about how the new bridge would be reinforced with this new design against a major earthquake.

I would prefer that I have your information, by March 31 for a project deadline that I have to meet. Thank you for your time.

Sincerely,

Eric Anaya

Eric Anaya

Mari
Pls. handle
Steve



METROPOLITAN
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101 Eighth Street
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NEWS RELEASE

Contact: Steve Heminger: 510.464-7810
Marj Blackwell: 510.464.7884

NEWS ADVISORY **Sept. 9, 1999**

WHO: MTC Commissioner Mary King, Chair, Bay Bridge Design Task Force

WHAT: In the attached letter, MTC Commissioner Mary King is appealing to President Clinton to resolve a deadlock that is holding up a critical seismic safety project for the Bay Area: replacement of the eastern span of the San Francisco-Oakland Bay Bridge.

The U.S. Navy's refusal to allow Caltrans to perform necessary test drilling on Yerba Buena Island has delayed the project for nearly a year and added \$50 million to its cost.

Commissioner King urges all Bay Area residents to write to President Clinton urging him to step in and "break the Naval blockade" that is holding up design and construction of this essential lifeline bridge.



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September 16, 1999

James T. Beall Jr., Chair
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Harry Yabata
State Business, Transportation
and Housing Agency

Lawrence D. Dabms
Executive Director

Steve Heminger
Deputy Executive Director

To: Interested Parties

From: Mary King, Chair, MTC Bay Bridge Design Task Force and President, ABAG

Re: Appeal to President Clinton to resolve U.S. Navy/Caltrans stalemate causing delay of new Bay Bridge eastern span

As you may or may not be aware, the U.S. Navy is refusing to allow Caltrans to perform test drilling on Yerba Buena Island necessary to complete the design of the new eastern span of the Bay Bridge. The Navy's action has caused a delay of nearly one entire year in this critical bridge replacement project and added \$50 million to the cost.

Attached is a copy of a letter I have sent to President Clinton asking him to intervene and direct the Secretary of the Navy to allow Caltrans to do its work.

It's time for all of us to lean together on this issue and do everything we can to move the bridge project forward. I urge each of you to write an individual letter or to send one from your respective organizations to President Clinton asking him to resolve this impasse.

If you would like more information or a briefing by me on this issue, please call Steve Heminger at MTC (510.464.7810).

I appreciate your attention to this matter and ask that you send copies of your correspondence to MTC, Attention: Steve Heminger, 101 Eighth Street, Oakland, CA 94607.

Attachment

Sept. 9, 1999

To: Steve

Fr: Marj

Re: Contacts for Mary King's Clinton letter and memo (both attached)

I've sent Mary's letter to:

- Don MacDonald, who said he will "put it on the internet" and ask people to write letters.
- Steve Tatum, PIO in Gov.'s office of Bus., Hous. & Trans. - he seems to be the right contact - is familiar with Gov.'s letter to the Navy and the issue. He said he would fax me a list of transportation organizations. His phone no: 916/323-5485.
fax no: 916/323-5402
I also gave him your name.
- ABAG Exec. Board
- MTC Commissioners

*Do
have:*
Additional possibilities to receive a memo and copy of letter:

- ~~Charles W. Foster, Executive Director, Port of Oakland~~
- Dennis Fay, Executive Director, Alameda County Congestion Management Agency
- Rischa Slade, Chair, Solano Transportation Authority
- Charles Abrams, Chair, Contra Costa Transportation Authority
- Irma L. Anderson, Chair, West Contra Costa Transportation Advisory Committee
- Jim Jakel, Executive Director, Contra Costa Council
- ~~All members of EDAP or members of Caltrans Seismic Advisory Board?~~
- Board of Directors, East Bay Regional Park District (attn. Brian Wiese)
- Larry Fisher, Executive Director, Transportation California
P.O. Box 930336
West Sacramento, CA 95798-0336

Californians for Better Transportation
(need contact & address)

Assemb. Lynne Leach, Tom Torlakson; Sens. Richard Rainey, John Burton

6 Alliance for Tolls

Dennis Fay, Executive Director
Alameda County Congestion
Management Agency
1333 Broadway, Suite 220
Oakland, CA 94612

Irma L. Anderson, Chair
West Contra Costa Transp.
Advisory Committee
13831 San Pablo Avenue
San Pablo, CA 94806

Larry Fisher, Executive Director
Transportation California
P.O. Box 930336
West Sacramento, CA 95798

Rischa Slade, Chair
Solano Transportation Authority
333 Sunset Avenue, Suite 200
Suisun City, CA 94585

Jim Jakel, Executive Director
Contra Costa Council
877 Ygnacio Valley Road
Suite 202
Walnut Creek, CA 94596

California Alliance for Jobs
70 Washington Street
Suite 425
Oakland, CA 94607

Charles Abrams, Chair
Contra Costa Transportation
Authority
1340 Treat Blvd., Suite 150
Walnut Creek, CA 94596

Board of Directors
East Bay Regional Park District
Attn: Brian Wiese
2950 Peralta Oaks Court
Oakland, CA 94605



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Cities of Contra Costa County

Ralph J. Appezato
Cities of Alameda County

Keith Axtell
U.S. Department of Housing
and Urban Development

Sue Bierman
City and County of San Francisco

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Contra Costa County

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Napa County and Cities

Sharon Wright
Sonoma County and Cities

Harry Yabata
State Business, Transportation
and Housing Agency

Lawrence D. Dabms
Executive Director

Steve Heminger
Deputy Executive Director

September 9, 1999

The Honorable William Jefferson Clinton
President of the United States
The White House
1600 Pennsylvania Avenue, N.W.
Washington, DC 20500

Dear Mr. President:

I write on behalf of the Metropolitan Transportation Commission's Bay Bridge Design Task Force, which was convened in February 1997 to recommend a new bridge design for the seismic safety replacement of the eastern span of the San Francisco-Oakland Bay Bridge.

After an exhaustive public review process, the Task Force concluded its principal work in June 1998 by recommending a new self-anchored suspension bridge design on an alignment north of the existing span. Since that time, the California Department of Transportation (Caltrans) has led an intensive engineering effort by a consortium of leading firms to advance most of that recommended design to the 65% stage of completion as of this month. To date, Caltrans has expended \$60 million on the effort.

Both the existing bridge and the new alignment pass over property on Yerba Buena Island owned by the U.S. Navy as part of the former Naval Station Treasure Island. During our 16 month-long review, we heard not one peep of protest from the Navy about the new bridge location.

It wasn't until November 1998 -- when the Mayor of San Francisco reversed his position in writing from supporting to opposing the northern alignment -- that the Navy chimed in and announced its opposition, too. Since that time, the Navy has mounted a virtual blockade against this public safety project. For almost a year now, the Navy has refused Caltrans permission to do geological testing on Yerba Buena Island -- despite the fact that another federal agency (the U.S. Coast Guard) has permitted such testing on its premises on the island. This naval blockade has moved us one year closer to the next major earthquake and has added \$50 million in inflationary cost to the \$1.5 billion price tag of the new bridge.

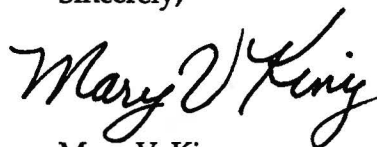
The Navy has exhibited the most irresponsible conduct by any government agency that I've seen in 23 years of public life. I was under the impression that the Navy's mission was to protect American lives, not to jeopardize the lives of the 180,000 U.S. citizens who travel across the Bay Bridge every day.

Mr. President, I implore you to intervene with the Secretary of the Navy and direct him to allow Caltrans to conduct the necessary geological drilling for the northern alignment bridge design. Governor Gray Davis recently reiterated this request in a July 28, 1999 letter to Secretary Danzig. To my knowledge, the Governor has not even received the courtesy of a response.

I would also note that the \$1.5 billion cost of the new eastern span is being financed entirely with state and local funds. If the existing bridge were to collapse in a major earthquake, it is quite likely that federal emergency relief funds would be needed to pay for the significant expense associated with recovery efforts and providing alternative transportation services during construction of the replacement span.

For the past year, the Navy has wasted our time and our tax dollars. I urge you to intervene before they waste the lives of the Bay Area citizens that you and I have the honor to represent.

Sincerely,

A handwritten signature in black ink, reading "Mary V. King". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

Mary V. King
Chair
Bay Bridge Design Task Force

cc: The Honorable Gray Davis
Jose Medina, Caltrans Director



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Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
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Memorandum

TO: Bay Bridge Design Task Force
Engineering and Design Advisory Panel

DATE: September 21, 1999

FR: Steve Heminger, MTC

RE: October meeting cancellations

At a special meeting on September 8, the Bay Bridge Design Task Force decided to continue to defer consideration of additional changes to the new eastern span design pending resolution of the impasse with the U.S. Navy over the northern alignment recommended by EDAP and the Task Force.

Contrary to recent press reports, as of today Caltrans has not received written permission from the Navy to conduct geotechnical drilling on Yerba Buena Island. Moreover, even if such permission is granted in the next few days, Caltrans reports that it will take several months to mobilize the drilling equipment and crew, conduct the drilling, analyze the drilling samples, and incorporate the results into the ongoing bridge design work.

Accordingly, there is no need for the regularly scheduled meetings of EDAP and the Task Force on October 4 and 13, respectively, and those meetings are hereby canceled. The next quarterly meetings for the two bodies are scheduled for January 2000, but they may need to meet sooner depending on the pace of events.

At the Task Force meeting, Chair Mary King also proposed that all concerned parties write to President Clinton and urge him to direct the Navy to cooperate with the prompt completion of this seismic safety project. A copy of Chair King's letter to the President is enclosed for your use and information, in case you wish to write similar letters. If you do so, please send a copy to my attention at MTC.

If you require any further assistance, please don't hesitate to contact me at (510) 464-7810.

cc: Denis Mulligan, Caltrans
Enclosure



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June 23, 1999

James T. Beall Jr., Chair
Santa Clara County

Sharon J. Brown, Vice Chair
Cities of Contra Costa County

Ralph J. Appezato
Cities of Alameda County

Keith Axtell
U.S. Department of Housing
and Urban Development

Sue Bierman
City and County of San Francisco

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Sonoma County and Cities

Harry Yahata
State Business, Transportation
and Housing Agency

Lawrence D. Dabms
Executive Director

Steve Heminger
Deputy Executive Director

The Honorable Ignacio De La Fuente
President of the City Council
City Hall
1 Frank H. Ogawa Plaza
Oakland, CA 94612

Dear President De La Fuente:

Thank you for your letter of June 10, 1999 restating the Oakland City Council's position with respect to the new eastern span of the San Francisco-Oakland Bay Bridge. I would like to respond briefly to the six points outlined in your letter.

1. Northern alignment - MTC has recommended the northern alignment for the new bridge which, as you note, is clearly superior from the City and Port of Oakland's point of view.

2. Local hiring - As you know, Caltrans will control the contracting and construction process for the new span, but I share the Council's concerns about local hiring and have already begun a dialogue with Caltrans on this issue. In addition to local hiring, we should jointly pursue training programs to ensure that our residents have the appropriate skills to fill these high-paying construction jobs.

3. Gateway Park - MTC fully shares the Council's objective of establishing a beautiful Gateway Park to the south of the Oakland touchdown for the new bridge. In fact, MTC's FY 1999-2000 agency budget includes \$120,000 earmarked for this project which will help finance the first year of planning activity by the East Bay Regional Park District necessary to design and build the park.

4. Bridge design - Although there are certainly many differing opinions about the aesthetics of the current design, I believe it is too late to re-open the design process to other alternatives. Re-opening the design selection process would significantly delay construction of a seismically safe new span without any guarantee that whatever new bridge design might emerge from the process would be more aesthetically pleasing than the current choice. I assure you, moreover, that MTC will continue to strive for improvement and refinement of the current design plans to the extent feasible.

5. Passenger rail study - In response to the ballot measures approved in Oakland and three other cities, MTC has commenced a \$325,000 consultant study of different passenger rail alternatives for the Bay Bridge. The study is expected to conclude by December 1999. As you also know, the MTC-recommended design for the new eastern span could accommodate light rail service at a future date if funding were to become available.

6. Bicycle/pedestrian path - The new eastern span design recommended by MTC includes a bicycle/pedestrian path from Oakland to Yerba Buena Island. In addition, MTC's Bay Area Toll Authority budget for FY 1999-2000 includes funding for a \$2 million engineering analysis to be conducted by Caltrans that will explore the feasibility of attaching a bicycle/pedestrian path to the existing western span from the island to San Francisco.

In conclusion, I believe that MTC has been a strong advocate for the City of Oakland's concerns about the new eastern span of the Bay Bridge, and that the time has come for all parties to put aside any remaining differences so that this project so critical to the safety of our constituents and the region's economic vitality may proceed to construction. I value the City Council's active involvement in the bridge design process to date, and I need your continued assistance to see this task through to a prompt conclusion.

Sincerely,



Mary V. King
Chair

Bay Bridge Design Task Force

cc: Members, Bay Bridge Design Task Force
Harry Yahata, Caltrans

*Thanks for your
interest. We really need
to get this project off
the dime before we lose
the state dollars, and before
the "big one" hits.*

CITY OF OAKLAND



CITY HALL • 1 FRANK H. OGAWA PLAZA • OAKLAND, CALIFORNIA 94612

IGNACIO De La FUENTE
President of the City Council

510 / 238-7005
FAX / 238-6910
TDD / 238-7413

June 10, 1999

Supervisor Mary King
Metropolitan Transportation Commission
Joseph P. Bort Metro Center
101 Eighth Street
Oakland, CA 94607-1700

Dear Supervisor King:

The City Council continues to advocate for a replacement bridge that ensures the safety of our citizens, is aesthetically world class, and meets our long-term transportation needs. Specifically, we endorse:

1. A northern alignment designed to maximize the open space area adjacent to the Oakland anchorage.
2. Appropriate provisions for local hiring and contracting goals.
3. A gateway and park at the anchorage in Oakland.
4. A world-class, aesthetic design (assuming that the design process is re-opened and it does not cause undue delay).
5. A study of long-term passenger rail options between Oakland and San Francisco and provisions for rail built into the new eastern span bridge structure.
6. A bicycle/pedestrian path from Oakland to San Francisco.

If you need further clarification, please contact me at (510) 238-7005.

Sincerely,

IGNACIO DE LA FUENTE
Council President

cc: Bay Bridge Design Task Force
Steve Hemminger, MTC
Denis Mulligan, Caltrans
Brian Marony, Caltrans
Claudette Ford, PWA



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Sonoma County and Cities

Harry Yabata
State Business, Transportation
and Housing Agency

Lawrence D. Dabms
Executive Director

Steve Heminger
Deputy Executive Director

July 1, 1999

Mr. Gabriele Brovedani
Mr. Barry Marchessault
Bay Bridge Bicycle Pedestrian Advisory Committee
P.O. Box 10205
Oakland, CA 94610

RE: Requested Air Quality Studies for the Bay Bridge

Dear Mr. Brovedani and Mr. Marchessault:

Thank you for your letters dated June 3 and June 21 regarding air quality studies for the Bay Bridge bicycle and pedestrian facilities.

As you know, the bicycle and pedestrian facility on the new East Span of the Bay Bridge is currently under design. Since MTC - acting as the Bay Area Toll Authority (BATA) - already has recommended the location and general design of the facility, we do not believe that additional air quality studies would serve any purpose at this time.

Traditionally, MTC reviews of air quality have been program-wide evaluations. More detailed project-level air quality studies are the responsibility of the project sponsor, and are usually conducted as part of the environmental review process. The air quality studies for the Bay Bridge East Span project are referenced in the letter (which Mr. Brovedani forwarded to us) from Mr. Steve Hulsebus of Caltrans.

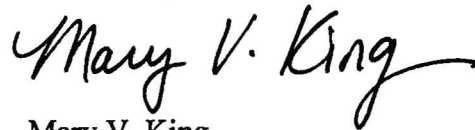
In his letter, Mr. Hulsebus indicates that the carbon monoxide (CO) concentrations have been projected for bicyclists and pedestrians using the facility, and the projected levels are far below the federal limits. The projected peak one-hour CO levels that may be experienced by users is 2.7 ppm, and the eight-hour daytime average is projected to be 1.9 ppm. These levels are projected for vehicle speeds of 45 miles per hour, which can be considered a reasonable assumption for an air quality study. The federal CO standards are 9 ppm for the one-hour concentration and 35 ppm for the eight-hour level.

Caltrans is currently beginning the planning and analysis for the proposed bicycle and pedestrian facility on the West Span of the Bay Bridge. As you know, the first informational meeting was held with representatives from the Advisory Committee, Caltrans and MTC/BATA on June 10. Caltrans staff has indicated that an evaluation of air quality issues will be included as part of the design process, although the exact nature and scope of this evaluation has yet to be determined.

MTC/BATA staff will participate in the process, and I encourage your input on air quality and other issues in the design and study process as well.

If you have any questions or need additional information, please contact Tom Clausen, MTC/BATA Manager of Bridge and Highway Operations, at (510) 464-7730.

Sincerely,



Mary V. King

Chair

Bay Bridge Design Task Force

C:\Docs\bikeairqualbbridg.doc

cc: Steve Hulsebus, Caltrans
Steve Heminger
Tom Clausen

B
B
B
P
A
C

King, Dahms, Heminger, Bittle

call Alex 2

Bay Bridge Bicycle Pedestrian Advisory Committee
P.O. Box 10205
Oakland, California 94610
510.658.0579
510.452.1221

452-1221



June 3, 1999

Chair Mary King
Bay Bridge Task Force
Bay Area Toll Authority
101 - 8th Street
Oakland, CA 94607-4756

Facsimile: 510/464-7848

RE: air quality analysis

Dear Chair King:

I am writing on behalf of the Bay Bridge Bicycle and Pedestrian Advisory Committee (BBBPAC) with regard to the issue of air quality on the future Bay Bridge bicycle and pedestrian paths. Because air quality and wind effects will play a major role in the success of this important facility, we request that MTC/BATA commission a professional, independent study of air quality on both the East and West Spans.

Neither our group nor Caltrans have the resources to fully study the issue of air quality. Such a study should consider the effects of wind direction; traffic conditions including traffic speed and density; path location; gravity and deck slope; humidity; respiratory rate of path users; and potential mitigation such as a clear barrier or enclosure.

The BBBPAC has been in contact with Caltrans regarding the issue of air quality on the bridge. Caltrans has supplied us with the attached analysis of air quality which was generated for the draft Environmental Impact Statement. This analysis is minimal in that it assesses only the "best case" scenario of 45 MPH traffic. Variable wind speed and wind direction, humidity, and traffic congestion effects have not been considered.

Our own research has not been adequate either. A study of location was commissioned by a number of bicycle groups, which considered wind direction. That study suggested to us that wind direction would be optimal on the south side of the new east span. New information has suggested that this may not be the case.

An independent study of air quality promises to inform our committee in studying this important facility. We look forward to making a fully informed recommendation on these


letter to Chair King
June 3, 1999
page 2

millennial projects.

Thank you for your consideration of this important request.

Sincerely,

Bay Bridge Bicycle Pedestrian Advisory Committee

by: 

Gabriele Brovedani
BBBPAC Interim Co-Chair

cc: Steve Hulsebus

DEPARTMENT OF TRANSPORTATION
BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
TDD (510) 286-4454



April 6, 1999

Ms. Debbie Hubsmith
Community Organizer
P.O. Box 351
Lagunitas, CA 94938

Dear Ms. Hubsmith:

Attached as requested are the technical studies regarding air quality and noise and vibration upon which the conclusions in the Draft Environmental Impact Statement for the East Span Seismic Safety Project are based.

I would like to clarify a statement I made at the Bicycle/Pedestrian Advisory Committee meeting held on April 2, 1999 – that the worst case air quality situation was assumed for the air quality technical study. In fact, the basis for the air quality study was a vehicle speed of 45mph for all lanes of traffic. For air quality studies, Caltrans assumes the everyday, typical worst case scenario. Because traffic to the bridge is metered in the westbound direction and is also constrained by the west approach (the viaduct portion of the bridge from 5th Street to the San Francisco anchorage) in the eastbound direction, speeds of 45mph are a reasonable assumption for the air quality study. Emission rates increase at speeds below 20mph and above 57mph. Caltrans does not base air quality studies on catastrophic events, such as all traffic stopped on the bridge because of an emergency situation.

The noise and vibration study does not include predicted noise levels for the path on a new bridge. It focuses on the sensitive noise receptors in the project area. Table 4-2 in the study has noise measurements for two locations labeled as "special cyclist measurement" on YBI that are within 50' of the double-decked portion of the existing bridge. The existing noise levels are 90 and 91 dBA, Leq. These noise levels include noise from the bridge itself (vehicles going over expansion joints and rough pavement, and multiple reflections between the two decks). The noise levels predicted for the bicycle/pedestrian path are 82 dBA during the noisiest hour of the day - a noticeable decrease of 8-9 dBA (for a sense of magnitude, a 10 dBA increase is perceived as twice as loud). This information will be included in the Final Environmental Impact Statement.

If you have any questions or need additional information, please contact me at (510) 286-5085.

Sincerely,

HARRY Y. YAHATA
District Director

By

STEVEN HULSEBUS
Office Chief, SFOBB East Span
Toll Bridge Program

Attachment

CC: Alex Zuckermann (BPAC) with attachments

MEMORANDUM

To : MARA MELANDRY, Environmental Manager
Environmental Planning - South

Date : March 26, 1998

File No. : Ala, SF-80
4-012000
SFOBB East Span

From : DEPARTMENT OF TRANSPORTATION - 4
Division of Planning

Subject : Air Quality Study.

In accordance with NEPA and CEQA guidelines and the Clean Air Act and its Amendments we have completed the air quality analysis for the new proposed eastspan of the San Francisco-Oakland Bay Bridge and offer the following comments:

The existing SFOBB bridge and its approaches currently operate at capacity during peak periods. This condition is expected to continue into the foreseeable future. Capacity of the newly proposed eastspan will be the same as the existing facility, that is to say, there will be five traffic lanes in each direction plus shoulders. Since capacity of the roadway will remain unchanged and the approaches to this portion of the bridge are operating at capacity now and in the future, it follows that traffic volumes on the bridge itself will remain essentially unchanged. A noteworthy improvement will be a modified eastbound on-ramp from Yerba Buena Island, which will permit traffic to merge smoothly because of a longer acceleration lane. This will help reduce congestion on the ramp itself. Location of the new eastspan will not move traffic closer to receptors.

A quantitative analysis was undertaken to determine CO concentrations for users of a bikepath, that may be included with the new eastspan. The following assumption were made for the bikepath:

EMFAC7F1.1 Input (Emission Factors):

LDA: 87%
LDT: 8.0%
UBD: 1.0%
MDT: 2.0%
HDG: 1.0%
HDD: 1.0%
Cold Start: 5.0%
Hot Starts: 1.0%
Year: 2005
Temperature: 6.7° (C)

CALINE4 Input (Dispersion model):

Width: 12 feet
Location: 24 feet from center of outside traffic lane to center of bikepath
Speed: 45 mph
7171 vph - eastbound
6246 vph - westbound

The assumptions above yielded an hourly CO concentration of 0.8 parts per million (ppm). Background 1-hr concentrations for the year 2005 based on BAAQMD isopleth maps and rollback factors will be 1.9 ppm (3.0×0.62) for a total concentration of 2.7 ppm for one hour. Multiplying the 1-hour value by 0.7 (persistence factor) yields 1.9 ppm for eight hours. Federal 1-hr and 8-hr CO standards are 9 and 35 ppm

ARA MALANDRY
March 26, 1998
Page 2

respectively. State 1-hr and 8-hr CO standards are 9.0 and 20.0 ppm respectively. It is our conclusions that neither state or federal CO standards will be exceeded on the bikepath regardless of location. There are no other receptors.

If you have any further questions, please feel free to contact me at (510) 286-5677.



VICTOR R. ZEUZEM, District Branch Chief
Environmental Engineering Office

cc: RM/VRZ, CCorwin, DFahcy, Files

DEPARTMENT OF TRANSPORTATION

P O BOX 23880

OAKLAND, CA 94623-0880

(510) 288-4444

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Dashms/Hemminger/Clawson/BB Task Force



May 20, 1999

Professor Abolhassan Astaneh-Asl
 Department of Civil and Environmental Engineering
 781 Davis Hall, University of California
 Berkeley, CA 94720-1710

RECEIVED
 MAY 21 1999
 B. QUAN

Dear Professor Astaneh-Asl:

I am responding to your letter to Director José Medina, dated April 20, 1999 in which you expressed your concerns about the seismic safety of the proposed New East Spans of the Bay Bridge.

You have covered several topics; therefore I have organized my comments into a point-by-point format for efficiency. I recognize that the issues discussed in your April 20, 1999 letter encompass more than the East Spans Seismic Safety Project. Your letter is as much a summary of your state of relations with the California Department of Transportation's bridge research group as it is about your desires for the Bay Bridge.

- ➔ *On page one in the second paragraph, you stated that in a letter to the Bay Bridge Design Task Force dated June 20, 1998 sufficient detail was offered for engineers and non-engineers to understand the concerns you have for the MTC recommended design. You further claim that in public statements on June 22 and 24 of last year at MTC meetings you made presentations that summarized these concerns.*

This project challenges engineers to span complex geology for approximately 2½ miles in the shadows of two major faults and continuously provide for necessary vehicular and marine traffic. It is important to recognize that bridge design and analysis requires tremendous attention to detail including assumptions made, parameters used and mathematical techniques employed. In the analysis phases within the design of a bridge, these items are the very definition of "sufficient detail" for engineers to understand and evaluate concerns. It is these pieces of information as well as analytical results upon which you have offered no detail in writing or otherwise for any part of the proposed design. The four bullets which you list on page two of your June 20, 1998 letter, of which the second and fourth are the same, do not represent detail to any engineer. They are simply generic statements, which are unsupported. Bridge engineering design and analysis is not a subject summarized in 2 minutes or detailed in approximately a single page of text for any bridge, and certainly not any segment of the east spans of the Bay Bridge. This is why my staff has asked you repeatedly to make a detailed, technical and professional presentation to the project team and the Seismic Safety Peer Review Panel (SSPRP). At any time, now or in the future, my staff would be more than willing to arrange for such a professional presentation.

- ➔ *In the paragraph that begins on the bottom of page one, you state that you received one of Dr. Maroney's early invitations to present your concerns to the project team. You imply that you refused to make such a presentation due to your concern that there exists a conflict of interest within the project's Seismic Safety Peer Review Panel (SSPRP) and the issues could not be addressed in a single meeting.*

S-27 8:40 AM

Post-It™ brand fax transmittal memo 7671 # of pages 6

To Steve Hemminger	From Dennis Mulligan
Co.	Co.
Dept.	Phone #
Fax #	Fax #

It is disappointing that you have continued to choose to not communicate in a professional manner with the project team and the Seismic Safety Peer Review Panel. This is particularly disappointing as you work for the State of California at the University of California at Berkeley. Caltrans has a long and outstanding relationship with the University and more than a generation of professors of civil engineering.

It is difficult to understand why you state that you cannot communicate your ideas or concerns in such a meeting, especially since an educator like yourself, skilled in public speaking from years of presentations and classroom lectures, could have successfully communicated your concerns for the design of the proposed new east spans. Any relationship starts with a first discussion. Just because one meeting is scheduled does not mean additional discussions or meetings may not need to be arranged. Nor does it mean that all issues discussed can be completely resolved. But an understanding of the issues can be developed. I again invite you to meet with the project team and the SSPRP.

As to the issue of conflict of interest, I can assure you that this is an independent panel. The members of the SSPRP for this project were selected specifically for this project. Caltrans project manager and Principal Bridge Engineer, Dr. Maroney, personally recommended the individuals for this panel based upon the State's desire to have an independent panel, which possesses the expertise to address every major seismic issue that would challenge the team on this project. The panel was designed to mirror the challenges the project team would face throughout the duration of the project on seismic related issues. Let me review for you the expert panel.

Dr. I.M. Idriss is an internationally recognized expert on site response to seismic motions. Owners and engineers throughout the world seek out his advice on matters concerning site response and stability in the design of important projects like this one. He is a Professor of Civil and Environmental Engineering at the University of California at Davis (UCD). Prior to his career at UCD, he led the geotechnical earthquake-engineering group at Woodward-Clyde while working in the private sector. It is of interest to note that Dr. Idriss recently received an award from the University of California for outstanding service to the community. It is specifically for activities such as serving on this project's SSPRP that the University of California recognized Dr. Idriss as outstanding.

Dr. Ben Gerwick is a professor emeritus at the University of California at Berkeley (UCB) in the Department of Civil Engineering. He built his internationally recognized expertise in offshore foundation design and construction through his family's engineering and construction firm. I mention the family aspect of the company, because Ben is the keeper of generations of knowledge of foundation construction. Of special interest is his knowledge of specific San Francisco Bay geology and past foundation construction successes and failures. Professor Gerwick also has tremendous experience in offshore construction as is documented in his textbook on that subject. Though some might say Dr. Gerwick is retired from the company he sold, Ben C. Gerwick Inc., most would marvel at the amount of work he does between his commitments at UCB and the company he once owned.

Dr. Frieder Seible is a professor of Structural engineering at the University of California at San Diego (UCSD) and a principal of SEQAD, an engineering consulting firm. Professor Seible is an expert in analysis including finite element methods and structural element testing. He is internationally recognized for his contributions to bridge engineering. He designed the core of the structural testing facilities at UCSD. That structural testing facility is recognized as the most productive structural laboratory in the world. Professor Seible is responsible for a significant portion of that success. Professor Seible understands design quite well. In fact, he co-authored a book on bridge seismic design and retrofit that practicing design engineers actually utilize as reference. Professor Seible is also the designer of the

only cable-stayed bridge in the State of California with the exception of the cable-stayed bridge over the Sacramento River at Meridian, designed by Dan Kirkland of the California Department of Transportation.

Mr. Jerry Fox is an expert bridge designer. Before retiring, Mr. Fox led the bridge group at HNTB, a major bridge design firm. At HNTB he designed a variety of cable-supported bridges including suspension bridges. Mr. Fox also designed long span steel and concrete bridges. Though Mr. Fox is retired from HNTB, he remains active on several bridge committees and panels guiding others with his internationally recognized expertise founded on experience designing large bridges. Dr. Maroney speaks extremely highly of this man and his work. He goes as far as to say that Mr. Fox and his experience is the definition of what other bridge designers try to emulate. He is of the highest caliber of large bridge engineers.

Mr. Joseph Nicoletti is an outstanding and well recognized structural engineer. Mr. Nicoletti is with URS Greiner in San Francisco. He is a leader in the structural engineering community of California. Because of his expertise he sits on the Seismic Advisory Board that was established following the 1989 Loma Prieta Earthquake under the guidance of the Governor to continuously advise the Department of Transportation on issues of transportation seismic safety policy. Mr. Nicoletti has been the project engineer of large buildings in California's high seismic zones. He is a past Chair of the Engineering Criteria Review Board for the Bay Conservation and Development Commission and continues to hold a seat on the board. Mr. Nicoletti has a very broad range of structural engineering knowledge. It is because of this broad range of knowledge and perspective that he was asked to be chair of the SSPRP.

I believe it is important to note that more than half of this bridge is substructure. In the 'real life' practicing world of bridge engineering in California's earthquake country some amount of knowledge in one isolated area (e.g., bearings, concrete, steel, piles, etc.) is not enough. In order to fully address seismic issues on any bridge system, and particularly this one, a complex team, expert in multiple fields, needs to be mobilized. I am confident the design team is fully capable, as is the SSPRP of evaluating the seismic safety of the project.

➡ *In the first paragraph at the top of the second page you offered to be a consultant on this project.*

Caltrans advertised for statements of qualifications (SOQs) to select the design team and received such SOQs from design teams, which incorporated designers from around the world. That was your opportunity to participate in the actual design and analysis of this bridge. Though this project is well underway, I certainly do wish to encourage you to compete in future projects which may be contracted out.

➡ *On the second page you start several numbered paragraphs that offer what appears to be your perspective on a number of issues between the California Department of Transportation's bridge research group and yourself which is outside of the scope of the East Spans Seismic Safety Project.*

I have reviewed the issues surrounding your past contracted research. Although there may be different opinions on the issues, I feel comfortable noting a few items. Together the California Department of Transportation and you have a history of working together that dates back to 1989. Together we have enjoyed some successes and experienced some disappointments. In that work together, managers within the Department of Transportation, in continuously reviewing Department research investments, have evaluated the disappointments to be too great in magnitude and frequency. This apparently has led to the Department to invest scarce research funds into projects that have a higher rate of success than those you have led. It should be pointed out that the competition for research funds is great.

I know of no California Department of Transportation officials, which have openly and publicly attacked your character or anyone else's character. This is simply not the way the Department conducts itself. I should point out that the evaluations that the department does carry out on all research proposals are recorded. A poor performance evaluation should not be interpreted as an attack on any one's character. Investment evaluations are simply good business practices. I am sure if you asked to meet with our Engineering Service Center staff; they would be more than willing to offer you ideas to improve your research proposal ratings. They are always been helpful and responsive.

- ➡ *In the last paragraph on the third page you state the California Department of Transportation and MTC have an apparent lack of interest in seismic safety for the East Spans Seismic Safety Project.*

Safety is unquestionably the California Department of Transportation's number one priority. The project team was selected with this in mind. Safety is central, and will remain central to the project.

- ➡ *In the second paragraph on page five, you continue your references to your ongoing studies and discussions with a number of prominent engineers and researchers in this field. You also continue to avoid details on any specifics on the bridge. In this paragraph there are also a number of extreme statements and references made with respect to the project team and the SSPRP.*

I will repeat what Dr. Maroney has already demonstrated on more than one occasion. The Department continues to be more than willing to welcome you, or any other prominent engineer or researcher, to share any concerns with the project team and the SSPRP in an appropriately detailed manner (i.e., assumptions, calculations, conclusions, etc.) and in a professional environment. I also believe the MTC Engineering and Design Advisory Board (EDAP) is a body of prominent engineers and researchers. Through the many meetings, more than ample opportunities were available to surface and discuss any multitude of issues.

With respect to the statements about the project team and the SSPRP, I will emphasize to you that the project team was selected through an internationally competitive process, which was based upon identifying the most qualified groups of professionals to work on this specific project team. In-house staff are some of the Department's most talented and capable engineers, architects and planners who were hand picked for this project. Finally, as stated above, the SSPRP is extremely qualified.

- ➡ *On page five and six of the letter you make several statements concerning the existing east spans of the Bay Bridge.*

The east spans of the Bay Bridge cannot be retrofitted for seismic safety and performance for \$200 or \$260 million. Even in a retrofitted state, the existing bridge would not offer near the reliability of a new structure with far fewer members and connections given modern construction quality control. Your references to your early work on the bridge, during a time in which the toll bridge retrofit program was truly in a research phase before Department design engineers were assigned to the bridge in late 1994, is not applicable. It is my understanding that you yourself, have warned Caltrans that the work was not to be used for design.

The East Spans Seismic Safety Project strategy to replace the structure was not easily concluded. Complex design teams worked to develop retrofit strategies to satisfy given performance criteria. The designs, while under development, were presented to an independent SSPRP in a detailed, technical and professional manner. In these presentations, multiple alternatives with their costs were presented. Replacement, as an alternative, was also presented. The project team considered replacement the better economic and generally most optimum solution. The SSPRP agreed. Then, the Seismic Advisory Board (SAB), which advises the Department on seismic policy issues reviewed the project and also agreed. An independent and second opinion was obtained through a value analysis review by a consortium of engineers led by Bill Ventry. They similarly concluded replacement was the best alternative. Then, when SB60 was signed, the Metropolitan Transportation Commission, was assigned the authority and responsibility of bridge type selection. The Commission created the Bay Bridge Design Task Force (BBDTF) and the EDAP to advise the full Commission on several project-related issues. One of the first actions was to reconsider the retrofit/replacement decision. At all levels of this MTC defined process, it was concluded that replacement was the proper course of action. I can state that in no other project or program that I have been involved in, has the State and local communities gone to such extreme measures to verify that the decisions made were the correct ones.

The continuous threat posed by the Hayward and San Andreas Fault systems has been uppermost in the minds of the designers in all phases and venues of this project. Short term and long term probabilities of an event have been discussed. It was clearly stated that the existing bridge was likely to experience collapse in the event of a large, or even a moderate earthquake. It is because of this concern, the interim retrofit project was recommended and the new design for the new east span is being advanced as fast as possible. Even in the retrofit state provided by the interim retrofit, the bridge remains vulnerable to a moderate or large earthquake.

I trust this letter helps you to understand the California Department of Transportation's position on the numerous issues you have raised. The most important issue is to understand clearly that the Department's highest priority is safety, and I hope you will assist in that goal by meeting with the project team and SSPRP. If you wish to schedule a time to present your concerns, please contact Brian Maroney at (510) 286-5885.

Sincerely,


HARRY Y. YAHATA
District Director

c: Larry Dahms-MTC

Professor Astanch-Asl

May 20, 1999

Page 6

BM/SH:jwl

cc: JMedina

HYahata

DMulligan

BMaroney

SHulsebus

JRoberts

JAllison - ESC

JDrago

AAkinsanya - ESC

GBayol

Executive Reading File

Legislative File

PIO